543 N. Fairfax Avenue, Suite 106
Los Angeles, California 90036
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www.midcitywest.org

March 10, 2020
(Passed with 16 yeas, 4 nays, 2 absentions)

Melrose Motion

Whereas Melrose Ave is a major shopping and dining destination within Mid City West;

Whereas Melrose Ave is on the city's High Injury Network and has a protected bike lane on the 2035 Mobility Plan;

Whereas 2 people were killed in 2019 on Melrose Ave. between Fairfax Ave. and La Brea Ave. due to traffic violence;

Whereas 137 people have been injured in car crashes on Melrose between 2016 and 2018;

Whereas the sidewalks of Melrose Ave. between Ogden Dr. and Fairfax Ave. are substandard width;

Whereas students need safe access to Fairfax High School and Melrose Elementary on Melrose Ave;

Whereas there is no bicycle infrastructure on Melrose Ave, prohibiting safe access by bicycle for people to the aforementioned destinations;

Whereas Melrose Ave. is one of the busiest corridors in the city for scooter usage, and scooting on sidewalks presents a safety issue for pedestrians;

Whereas the configuration of Melrose Ave. accommodates commuters going through

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Mid City West to/from work, but is hostile to the local community who may wish to walk, shop, dine, or otherwise patronize Melrose Ave;

Whereas many intersections on Melrose Ave. between Fairfax Ave. and La Brea Ave. do not have marked crosswalks, which presents a safety threat to pedestrians;

Whereas a vehicle usually delivers one customer to a business, while the same space used for bikes or scooters can deliver up to ten, benefiting local businesses;

Whereas vehicles are currently prohibited from turning left during rush hour, and during non-rush hour times traffic backs up behind vehicles turning due to the lack of a center turn lane between Ogden Dr. and La Brea Ave, creating unsafe traffic conditions;

And lastly, whereas the Mid City West Community Council has a desire to create a safer, greener, more livable and enjoyable community;

Therefore be it resolved that the Mid City West Community Council supports a reconfiguration of Melrose Ave. in concert with local partners guided by the following seven principles:

I. *Widening the sidewalks to 12' between Ogden Dr. and Fairfax Ave. to make more room for pedestrians and make the sidewalk a consistent width between Fairfax Ave. and La Brea Ave;*
II. *Adding a center turn lane between Fairfax Ave. and La Brea Ave. to accommodate vehicles turning left, and removing the rush hour turn restrictions;*
III. *Repurposing one vehicle traffic lane on each side of the street to make room for the center turn lane as well as the addition Class II green painted bike lanes;*

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IV. *Implement necessary elements to discourage cut-through traffic on streets parallel to Melrose;*
V. *Add a "HAWK" crossing at the following intersections of Melrose to make it safer for pedestrians to cross the street:*

   A. *Stanley Ave.*
   B. *Vista St.*

VI. *Adding trees, planters, and other opportunities for beautification wherever possible;*
VII. *Repave Melrose between Fairfax and La Brea to make the roads safer for all modes of transportation.*

Mid City West authorizes the Transportation Committee to create a petition and website to support this project.

Mid City West supports this project and aims to engage with residents, businesses, and the Melrose BID to gain broad community support for the project.